

STATE OF HAWAII
HAWAII COMMUNITY DEVELOPMENT AUTHORITY
KAKAAKO
Honolulu, Hawaii

October 3, 2018

Chairperson and Members
Hawaii Community Development Authority
State of Hawaii
Honolulu, Hawaii

HCDA Kakaako Board Members:

SUBJECT:

Shall the Authority Appoint a task force pursuant to HRS § 92-2.5 (b) to study off-street parking in the Kakaako Community Development District (KCDD) and recommend a KCDD off-street parking policy to the Authority?

SUMMARY:

The Authority is being asked to appoint a task force to research and recommend strategies for off-street parking in the KCDD.

AUTHORITY:

Permitted interactions of a group of board members is governed by Hawaii Revised Statutes (HRS) § 92-2.5(b) which states that two or more members of a board, but less than the number of members which would constitute a quorum may be assigned to:

- (1) Investigate a matter relating to the official business of their board, provided that:
 - (A) The scope of the investigation and the scope of each members authority are defined at a meeting of the board;
 - (B) All resulting findings and recommendations are presented to the board at a meeting of the board; and
 - (C) Deliberation and decision-making on the matter investigated, if any, occurs only at a duly noticed meeting of the board held subsequent to the meeting at which the findings and recommendations of the investigation were presented to the board.

BACKGROUND:

Parking requirements are important in the development of the KCDD since price and availability of parking influences how people choose to travel and whether they will travel to destinations

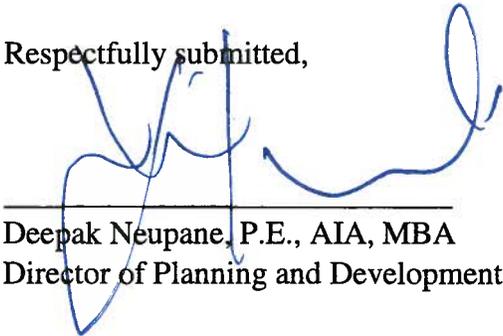
within Kakaako and the surrounding areas. The amount of space dedicated to parking is a determining factor in urban form and to the pedestrian experience within the district. Adopting a sensible and well-tailored approach to managing parking could be the single most important thing that HCDA can do to foster a pedestrian-friendly, transit-oriented Kakaako community. Acknowledging the importance of off-street parking, member Fang asked that staff bring this matter to the Authority for discussion.

ANALYSIS:

The HCDA's Mauka Area Rules currently requires most projects to provide a minimum amount of off-street parking stalls. For example, Mauka Area Rule §15-217-63(e) multi-family dwelling units larger than 600 square feet to have a minimum of 1.25 off-street parking stalls per unit. In the same section of the Mauka Area Rule commercial uses are required to have a minimum of one off-street parking stall per every four hundred fifty square feet. Minimum parking requirements, like those established in the Mauka Area Rules, have emerged as one of the biggest obstacles to many cities' efforts to encourage new residential and commercial development in downtown areas, especially in cities like Honolulu where nearly all parking must be provided in multilevel above ground facilities. With the cost of providing multilevel parking spaces often exceeding \$50,000 per space, it no longer makes sense to provide more parking than needed. The value for underutilized parking could go towards higher quality development, additional amenities, or developing affordable housing. Furthermore, the availability of plentiful and unused parking will ultimately undermine efforts to create a walkable transit-oriented community.

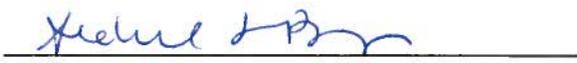
While developing an off-street parking strategy for Kakaako the task force may consider establishing alternatives to off-street parking minimums in the Mauka Area Rules. The Taskforce will research and investigate off-street parking revisions to the Mauka Area Rules and other relevant options and make a recommendation to the Authority on a strategy for off-street parking in the KCDD.

Respectfully submitted,



Deepak Neupane, P.E., AIA, MBA
Director of Planning and Development

APPROVED FOR SUBMITTAL:



Aedward Los Banos, Executive Director
Hawaii Community Development Authority